

**CAREX PROJECT,
HIGH-SPEED EUROPEAN RAIL FREIGHT SERVICE
CONNECTED TO AIRPORT AREAS**

APRIL 2010



EURO CAREX
**Cargo
Rail
Express**

High-speed rail freight Euro Carex network



Context of the Project

- **Strong growth of express activity** and cargo at the Roissy-CDG hub over the last few years (+8.4% in 2005, +6.6% in 2006, +7.8% in 2007), as on all major European airport platforms. The substantial reduction that has been observed in the traffic over the last few months, following the economic downturn, should only be a temporary reduction.
- **Increasing restrictions for operators**, due to a reduction in the number of night slots available in Europe, but also to variable energy costs and the speed limit imposed to heavy vehicles from 1 January 2007
- **Development of a high-speed train network**: opportunity to make use of complementarities between plane and train by modal transfer (environmental policy, road network congestion, etc.)
- **Another asset: opening of the rail freight transport market to competition since 1 April 2006 in Europe**
- **Motivation of the authorities concerned, and the air freight operators, to adhere to this project in favour of sustainable development**
- **Fluctuation of the oil barrel price**: April 2006: \$75, August 2008: \$150, January 2009: \$50, June 2009: \$70, April 2010: \$85 ...

The Carex Project

- The Carex project was introduced by France in February 2006. It was initiated by both private entities and public authorities in order to create a European high-speed rail freight service.
- European and global air freight leaders are fully involved in this project: FedEx, UPS, TNT, Groupe La Poste, Air France- KLM, Cargo, WFS, etc.
- The Carex project meets the requirements of the Climate and Energy Action Plan. It is a true sustainable development project, which was approved by the "Grenelle de l'Environnement" (France's Environment Round Table).
- Today, the Carex project is a European project approved by the European Commission (Transport Commissioner Jacques Barrot at that time), which gathers an initial network comprised of Roissy, Lyon, Liège, Amsterdam, London and Cologne.

The Carex project: to ensure modal shift from trucks and short-/medium-haul flights to high-speed trains when such shift becomes necessary.

8 February 2006: creation of Roissy Cargo Rail Express (or CAREX), non profit organization governed by law of 1901.

- **President:** Mr Yanick Paternotte, Member of the French Parliament and local elected official
- **Directors:**
 - **Representatives from the local authorities**
Roissy Development (community of communes Roissy Porte de France), Towns of Goussainville and Tremblay-en France, General Council of Val d'Oise.
 - **Representatives of Paris-Roissy CDG airport**
Air France, FedEx, Groupe La Poste, WFS, TNT, UPS, Aéroports de Paris.
- **Other members include:** RFF, Regional Council of Ile-de-France, Development Regional Agency (ARD), Agency for the economic development of Val d'Oise (CEEVO), General Council of Seine-Saint-Denis, General Council of Seine et Marne, Public Establishment of Planning Plaine de France (EPA Plaine de France), Regional Direction of Equipment (DREIF), French Chambers of Commerce and Industry...

Paris-Charles de Gaulle Airport

ROISSY CAREX
Cargo
Rail
Express

To London, Liège,
Amsterdam, Cologne

To "Triangle de Vémars"
Connections between the
"North-Europe" line and the
"Interconnexion line"

« Interconnection »
high-speed line

« North-Europe »
high-speed line

Terminal

North-West
Station - Step 1

FedEx

TNT, DHL,
UPS

AF
Cargo

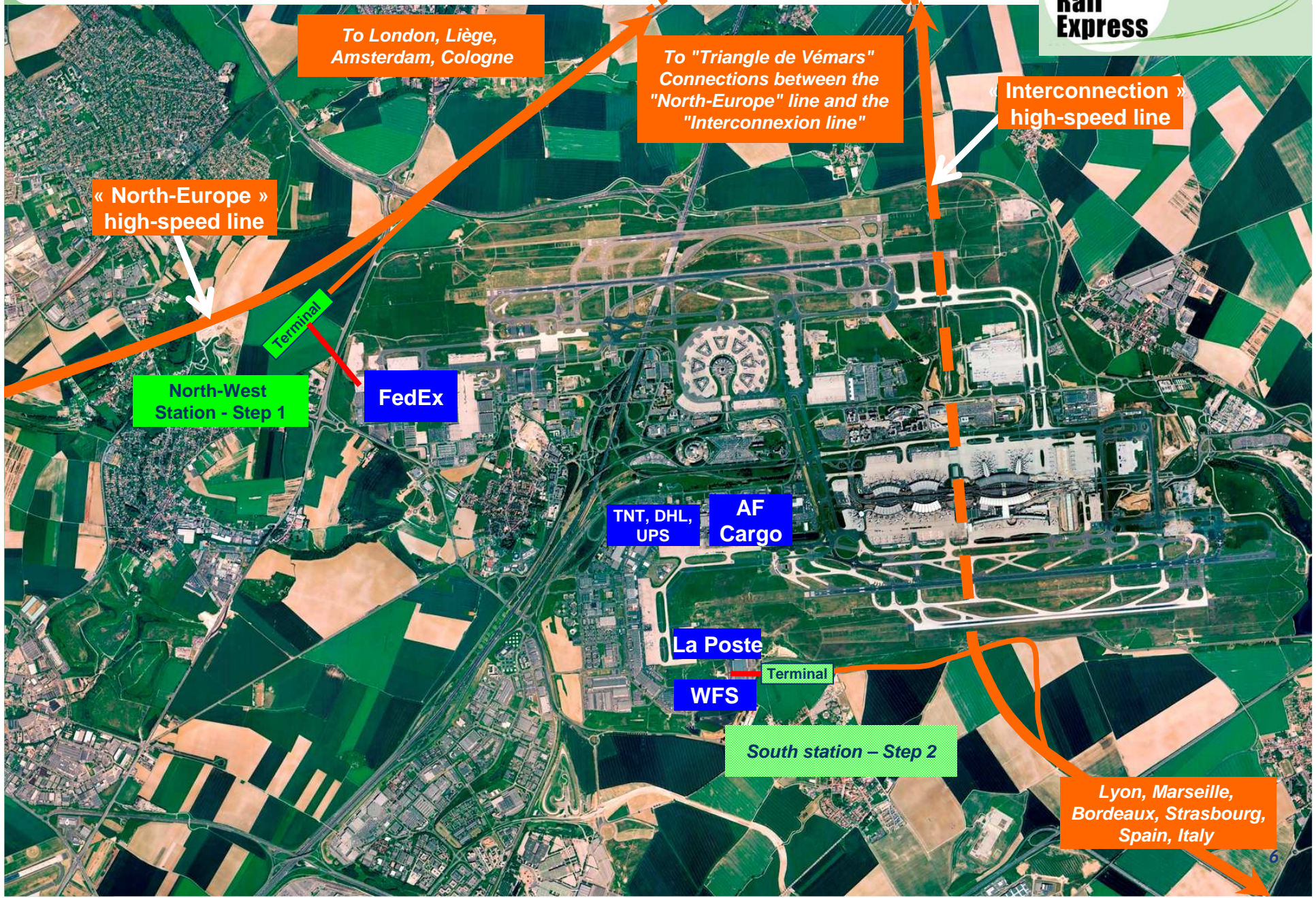
La Poste

WFS

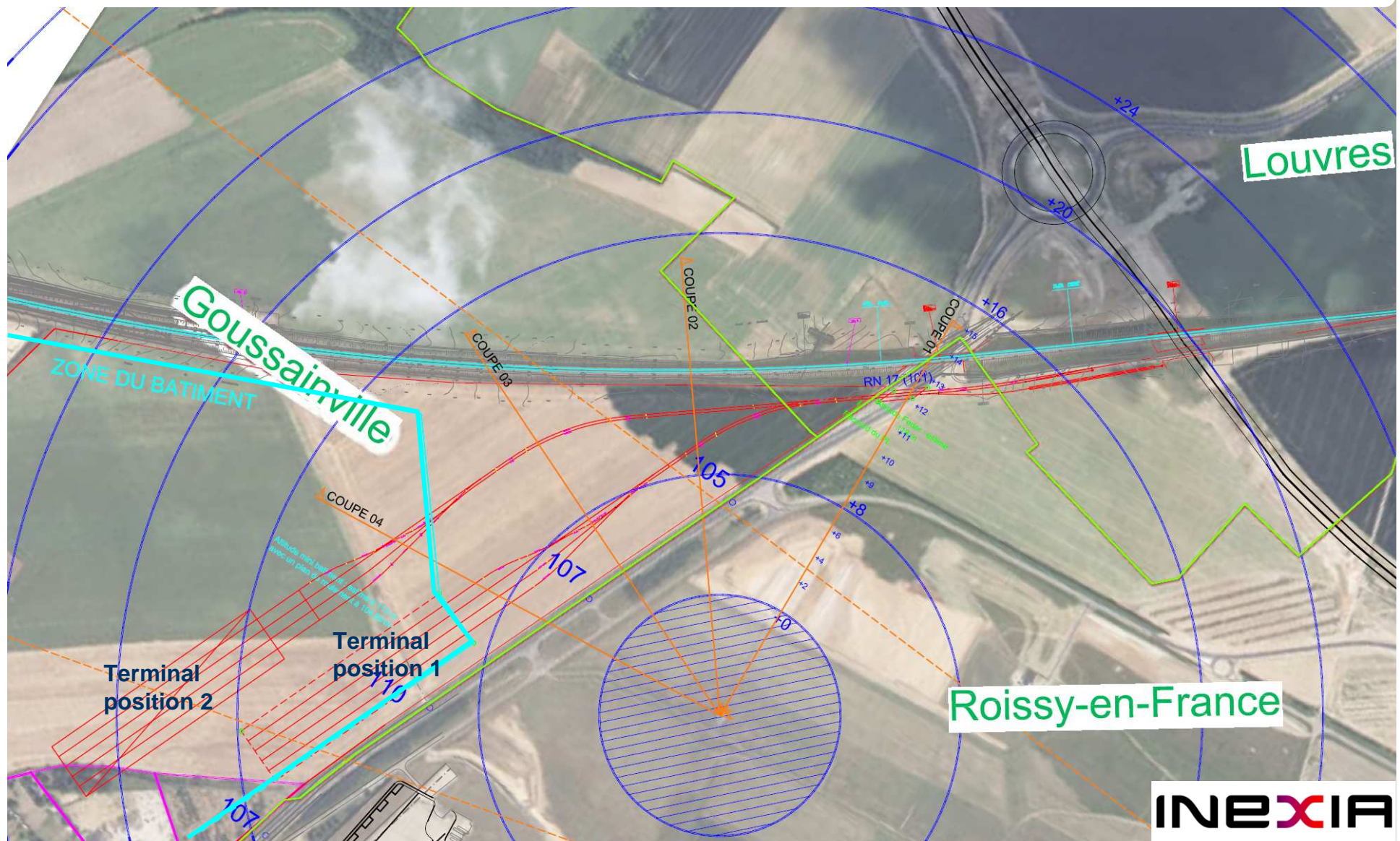
Terminal

South station – Step 2

Lyon, Marseille,
Bordeaux, Strasbourg,
Spain, Italy



The study for the Rail connection to the HSL at CDG airport



State of Progress (1)

- **2006 / 2008** : study on the economic and technical feasibility of the project and business case. The study showed the suitability of the project and highlighted the interest of the Carex European network as wished by the clients/operators:
 - ⇒ Roissy-CDG, Lyon-Saint-Exupéry, Liege, London, Amsterdam-Schiphol and Cologne-Bonn for the first stage (from March 2012).
 - ⇒ 270,000 air freight pallets = 600,000 to 700,000 metric tons
- **New members** have joined Roissy Carex : french county councils close to CDG and UPS.
- **October 2009** : The **regional council of Ile-de-France Region** is a new official major member.

State of Progress (2)

- RFF Studies on the French railway network*
 - Official launching of the railway connection study on the Goussainville site in 2009: signature of a financing agreement between RFF / Roissy Carex / Ile-de-France Region / Direction regionale de l'équipement (French State)
 - Precise location and sizing of Roissy Carex Railport Terminal
 - Expected results at the beginning of 2010
- Studies in sight of land and planning acquisitions of the Carex area located around the airport
 - In relation with the Public Establishment of Planning Plaine de France, the town of Goussainville and Aéroports de Paris
- Technical study on the Airport/Railport interface
 - Mode of routing and freight processing

* RFF is the owner and manager of the French railway network

A project supported by the French government & Public Authorities

- Subsidy voted and allocated under the **Governmental-regional council planning contract**: €1 million for the development of a high-speed freight network.
- Project approved by the “*Grenelle de l’Environnement*” on 25 October 2007.
- Parliamentary amendment proposed by MP Yanick Paternotte, supported by MP Philippe Meunier and voted under the Grenelle law: 50 million euros for the creation of high-speed freight platforms ⇒ Lyon-Saint-Exupéry and Roissy-CDG.
- “National commitment for railway freight” from the French government
“The government supports the project carried by Carex Association and will participate in the investment of the Roissy-CDG and Lyon-Saint-Exupéry railway terminals and in their connection to the TGV network.” (16/09/09)
- Taken up by the SNCF in its recovery plan: strong interest in operation of services and investments in rolling stock



Lyon Carex was created on 24 September 2008 as a non-profit organization governed by the law of 1901.

Purpose:

- To promote the creation of a high-speed freight rail service connected to Lyon-Saint Exupéry airport platforms
- To carry out general interest studies on the economic feasibility of the project
- To pool and combine all members and take all measures to ensure the feasibility and development of the project, in accordance with the environmental, economic and logistic interest of this new service.



Founding members and directors

- Chairman: **Salvatore Alaimo**, managing director of Dimotrans Group
- 1st Vice-President: **Philippe Meunier**, Member of Parliament (Rhône)
- **Regional College :**
 - Community and communes of the East of Lyon
 - Lyon Chamber of Commerce and Industry
 - The Chamber of Commerce and Industry of Rhône-Alpes
 - Rhône County Council
 - Greater Lyon Authority
 - Rhône-Alpes region
- **College of Companies:**
 - Aéroports de Lyon - Dimotrans Group
 - Air France Cargo - Fedex -
 - Groupe La Poste - TNT- TLF - WFS





The Lyon Carex Terminal

- **State of Progress**
 - CargoPort zone identified and validated.
 - ITE (*Installation Terminal Embranchée*) survey: RFF (the French rail infrastructure manager) - Estimation: €33 m
- **Pending action**
 - Market study in Lyon: launched in May 2009, conclusions officially presented on 11th December, 2009
 - Search for new members
- **Next steps**
 - Professional survey to narrow down the railway branch lines
 - Survey on the environmental impact of the territorial project
 - Technical survey of the station
 - Research funding

LYON CAREX ORGANIZATION

Cargo
Rail
Express **LYON CAREX**

CargoPort zone: location of the high-speed freight rail station



Lyon-Saint Exupéry TGV station

CargoPort zone

Selected location for freight station of
the Carex project



21 March 2008, creation of Liège Carex, a.s.b.l - non-profit organization

- The Liege airport developed a strategy of full cargo, which has been successful. This strategy has enabled the Liege Airport to reach the 8th rank in the classification of European cargo airport and the 1st rank in Belgium
⇒ 482 142 metric tons in 2009
- The Liege airport houses the European TNT sorting centre and the Hubs of El Al, C.A.L et Ethiopian.
- Liege is also one of the essential links in the strategy of the Walloon region in terms of the development of the transport and logistic sectors, which is one of the priorities of the “Mashall” Plan on the industrial restructuring of the region.

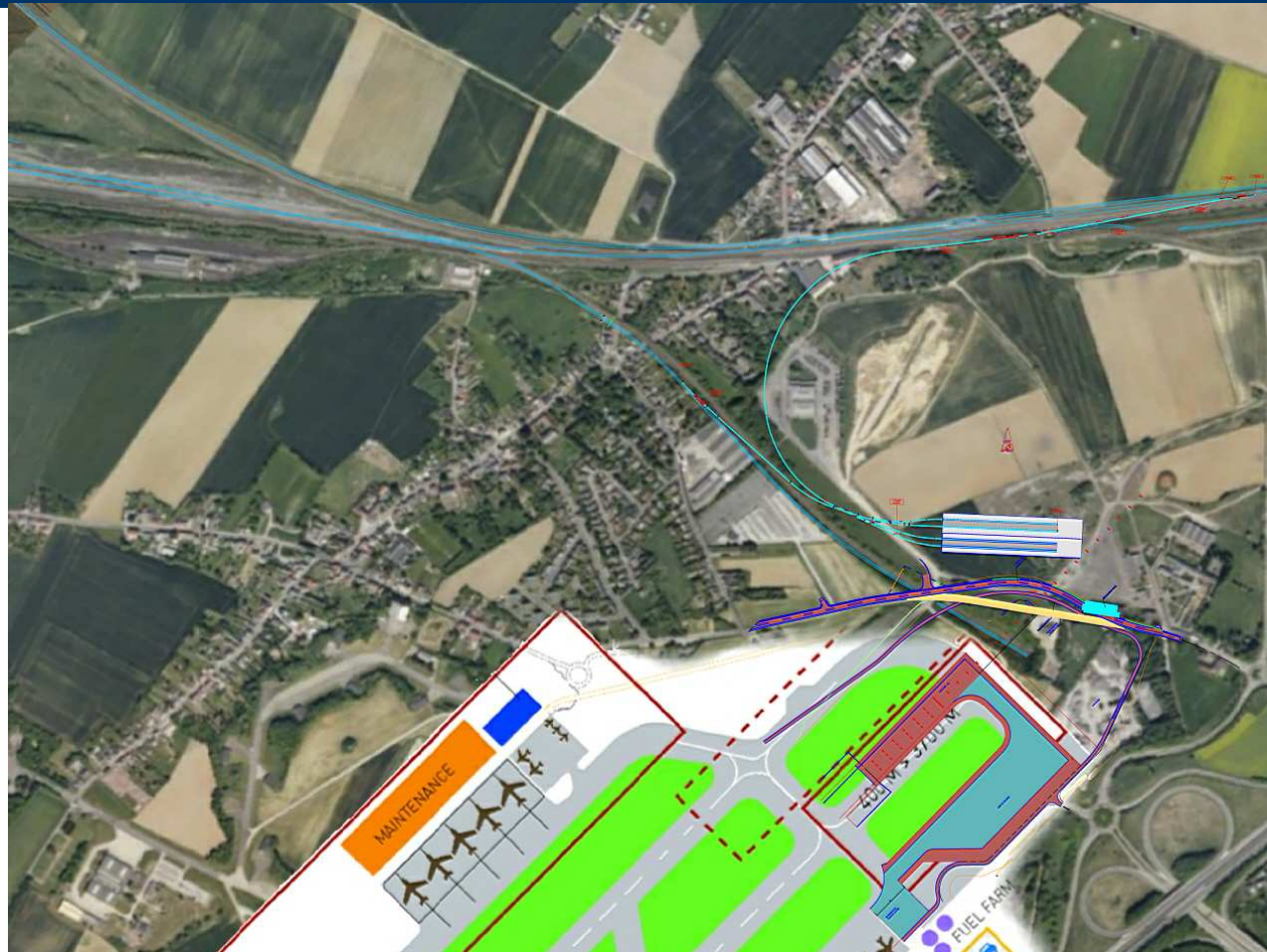


Members and directors

- **Chairman:** Mr Jean-Pierre Grafé, former Minister
- **Public organizations:**
 - Representatives of the Ministers of the Economy and Transport of the Walloon region
 - The Group for the Economic Restructuring (GRE) of the Pays de Liege, an organization with representatives from all development players
 - The SNCB Holding
- **Private organizations:**
 - Transport and logistic centre Liege, an association grouping together the private operators and certain public organizations of the sector
 - Liege Airport
 - TNT

LIEGE CAREX ORGANIZATION

The Liege Carex Terminal: Improved solutions



State of Progress

- Technical study concerning **air/route/rail transfers** between the Carex Terminal and the airport areas in order to optimize time exchange
 - Results expected in 2010
- Follow up in 2010 of the **Infrabel** study concerning the Carex site connection to railway lines towards the western part (France, The Netherlands, Great Britain) and towards Germany.
- “Train paths” study carried by Infrabel in link with the other managers of the railway infrastructures

HST CARGO SCHIPHOL (AMSTERDAM CAREX)

September 2007, creation of the initiative group HST Cargo Schiphol (Amsterdam Carex)

- **Public-private partners**
 - Schiphol Area Development Company (SADC)
 - Province of Noord-Holland
 - Municipality of Haarlemmermeer
 - Schiphol Group, airport management company
 - Chamber of commerce of Amsterdam
- **Freight operators**
 - Air Cargo Netherlands (ACN)
 - KLM Cargo
 - AMB Property Europe B.V.
 - Jan de Rijk, Menzies Aviation, Schiphol Express,
 - Nederland Distributieland (NDL/HIDC),
 - Flower Auction Aalsmeer (VBA)
 - The Association of Wholesale Trade in Horticultural Products (VGB)

HST CARGO SCHIPHOL (AMSTERDAM CAREX)

- Launch of an economic and technical feasibility study in 2007, finalized in February 2008
- Amsterdam Carex is in the process of organizing itself around an important inter-modal project called **ACT** (Amsterdam Connecting Trade) conducted by **SADC** (Schiphol Area Development Company), in which the freight rail station will be inserted.
- An official declaration of cooperation with Euro-carex was signed on 25 June 2008 in Amsterdam, in the presence of Maria van der Hoeven, Dutch Minister of Economic Affairs and Arthur Van Dijk, Municipal Counselor for Economic Affairs, Municipality of Haarlemmermeer
- the Dutch government has allocated **EUR 11 million** to the development of the Carex terminal and the rail connection to the high speed line, near Hoofddorp



HST CARGO SCHIPHOL (AMSTERDAM CAREX)

The Amsterdam-Schiphol Carex Terminal



State of Progress

- **ProRail Studies*:**
 - Conditions of use of the new high speed line between Amsterdam and the Belgian border (HSL ZUID) for express freight transport
 - Connection of the future Carex terminal to the high speed route
 - Development of the terminal
 - ⇒ Presentation of results to the Dutch Ministry of Transport and Infrastructure
 - ⇒ Hypothesis: an immediate investment to anticipate start of connection works: 50% national government / 50% regional government
- **SADC Study on the realization of a road lane dedicated to freight between Carex terminal, Trucks terminal and Schiphol airport**
 - Carried out by the SADC, Schiphol Airport and the Province of Noord-Holland
 - Results to be discussed at the political level

**ProRail is the owner and manager of the Dutch railway network*



29 November 2007: creation of London Carex (Limited Ltd)

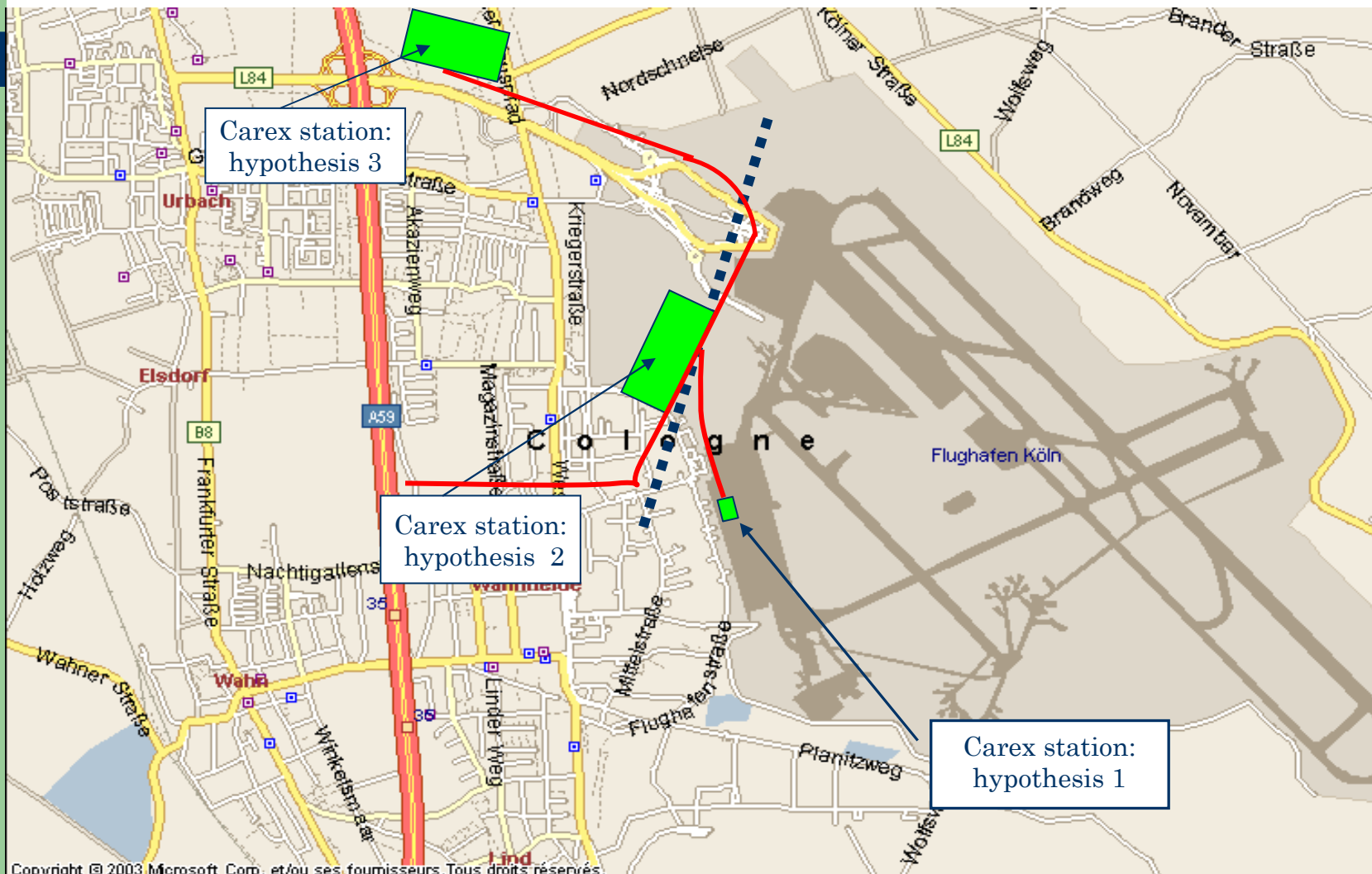
- London Carex Ltd is a **subsidiary 100% owned by Eurotunnel**
- Contrary to other Carex sites, London Carex railport **will not be located on an airport platform**, as London airports do not have a direct railway connection with mainland.
- Location of this site : direct connection to HS1, the first British high speed railway line, next to M25 (ring motorway) and to A13 (eastern direct road access to London)
- Land property under securisation system
- Discussion on the conditions of **access to HS1**: tolls, maintenance policies, performance contract, etc.: complex process due to the fact that HS1 is on sale.
- **Intervention of United Kingdom Embassy in Paris**: contact with London economic development agency, Transport for London and office of the Mayor of London.

Cologne-Bonn & Frankfurt

- Despite contacts by Euro Carex and his President, together with **FedEx and UPS** interventions operating on Cologne-Bonn airport, the airport manager has not shown his interest for this project so far.
- Fraport, the airport manager of Frankfurt, seems to follow the project development carefully, but has not committed himself yet.
- On Liege Carex initiative, several exchanges have taken place recently with the **German ambassador in Brussels** and the **Walloon agency for exports and investments** in order to establish a contact with German correspondents.
- Finally, under the impulse of FedEx and UPS, the **German ambassador in Paris** took the initiative to push this project over Rhine and to find a political player able to carry this project.

GERMANY CAREX

Hypothesis at Cologne-Bonn airport



Carbon report: transport by train generates at least 17 times less Carbon.

- Freight transport: currently 50% by trucks, 50% by aircraft
 - Truck flows represent: 180 million TKM
 - The air flow represent: 170 million TKM
- Equivalent in kilos of carbon
 - Trucks generate:
 - 11 ± 3 million kg
 - Aircraft generate:
 - 77 ± 25 million kg



- Same freight by high-speed cargo train:
 - Represents 360 million TKM (*train trips are longer than air trips*)
- Equivalent in kilos of carbon
 - Production and consumption of electricity: 3.3 million kilos ± 800,000



- The report concludes that train transport generates 17 times less carbon:
 - high value of train emissions
 - low value of trucks and aircraft
 - The ratio increases to 52 in the reverse configuration

Source: Feasibility study/2006/Elcimai/Sigma

2009 / 2010 News (1)

- **Creation of Euro Carex after obtaining a Belgian Royal decree on April 26th, 2009**
 - Euro Carex, a European unit which federates all Carex railports, is an international non-profit association (AISBL), has its headquarters in Brussels.
 - It is chaired by Yanick Paternotte
 - Each Carex railport has 2 representatives at its Board of Directors.
 - This unit uses a lobbying activity and can also urge all types of actions to ensure the feasibility of this service (Raising of European funds, etc) and to develop its utilization.

- **Eurocarex club creation on July 7th 2009**

Can be members to support Carex project :

 - Private companies : promoters, investors, builders who are interested in real estate development generated by railports.
 - Collectivities and institutional who are located in phases 2 and 3 of Carex network and/or are without Carex sites.
 - Railway operators such as SNCF, SNCB...

2009 / 2010 News (2)

- Studies on **Infrastructures and Airport/Railport Carex interfaces**
- European study on **train paths** in the process of being finalized :
 - RFF coordination with its counterparts **Infrabel, ProRail, Eurotunnel, HS1 and DB Netz**, related to the group of Future Carex users.
- Study of railway connection in process on each site
- Study on the **rolling stock** :
 - Competitive dialogue procedure towards **Alstom and Siemens** : first proposals presented in January 2009 to loader customers and to representatives of Carex sites. Were studied : technical feasibility, maintenance solutions, prices and financing solutions, approval.
- Relations with **railway companies** :
 - Creation of the “Groupement européen des Chargeurs -GEC Carex (group of future Carex users) to make easier discussions with European railway operators interested according different hypotheses: traction, pricing and organization of services, marketing, investment in rolling stock.

2009 / 2010 News (3)

European fundraising action

- Euro Carex is planning on submitting its project to **INTERREG IVB**, the Operational Programme for transnational territorial cooperation of North West Europe, allocated by ERDF (European Regional Development Fund).
- It is a priority of INTERREG to support European accessibility projects through new perspectives and a better use of existing capacities.
- Euro Carex needs to be selected in order to benefit from co-financing.
- Then the **Marco Polo Programme** from the European Commission should help start up the Euro Carex service

CAREX trainsets

CAREX trainset maximum useful load:

- more than 100 metric tons

At least the equivalent of:

- 1 Boeing B747 Freighter or
- 1 MD-11 Freighter or
- 3 Airbus A310 Freighter or
- 7 Boeing B737 Freighter or
- 6 to 7 trucks

25 trainsets are necessary

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